



# PRODUCERS COKE COMPANY

## UNIONTOWN, PA.

### Standard Connellsville Furnace Coke

#### EXCLUSIVE SALES AGENTS FOR

Fayette Coke Company, (Shamrock.)	Thompson-Connellsville Coke Company,	Orient Coke Company,
James H. Hoover,	Tower Hill-Connellsville Coke Company,	Brownsville Coke Company,
Magee Coke Company,	Banning-Connellsville Coke Company,	Plumer Coke Company,
Century Coke Company,	South Fayette Coke Co., (Fretts, Emery, Shirey.)	Gilmore Coke Company.

**200,000 Tons Monthly Production.**      **60,000 Tons Monthly Low Phos Coke.**

Best shipping service at the source of supply. It pays to buy the **BEST COKE** direct, instead of inferior grades at shaded prices, through irresponsible brokers.

***First-Class Inspection.***      ***First-Class Coke.***      ***First-Class Service.***



## STEEL OUTPUT IN 1912 SHOWS BIG GAIN IN A YEAR

Open-Hearth Production Breaks All Previous Records.

### BESSEMER INCREASE HEALTHY

Only in 1907 Did Production of Bessemer Exceed 1912 Output; Open-Hearth Forged Ahead in 1908 and Has Held the Lead Since That Time.

The Bureau of Statistics of the American Iron & Steel Institute has received from the manufacturers statistics of the production of all kinds of steel ingots and castings in the United States in 1912, says the Iron Trade Review.

The production of Bessemer steel ingots and castings in 1912 was 10,273,901 tons, against 7,937,354 tons in 1911, an increase of 2,336,547 tons, or over 29.5 per cent. The production in 1912 was 1,447,929 tons less than in 1906, when the maximum production of 12,721,828 tons was reached. The year of next largest output was 1907. Of the total production in 1912 10,273,901 tons were made by the standard Bessemer process, 33,555 tons by the open-hearth process, and 23,423 tons by other modifications of the standard Bessemer process.

The total production of open-hearth steel ingots and direct castings in 1912 amounted to 20,780,728 tons, against 15,538,850 tons in 1911, an increase of 5,241,878 tons, or over 33.7 per cent. In 1908 the production of open-hearth steel for the first time exceeded the production of Bessemer steel, the excess amounting to 1,719,374 tons. In 1912 the output of open-hearth steel exceeded the output of Bessemer steel by 10,542,829 tons, or over 101 per cent. Of the total production of open-hearth steel in 1912, 18,908,878 tons were ingots and 1,873,850 tons were castings, against 15,027,459 tons of ingots and 571,191 tons of castings in 1911.

It is estimated that about 573,380 tons of open-hearth steel ingots and direct castings were treated with ferro-chrome, nickel, or other alloys are included in the total for 1912, as compared with about 396,065 tons in 1911. Of the total in 1912 about 89,155 tons were ingots and about 89,155 tons were castings, while in 1911 about 255,332 tons were ingots and about 40,722 tons were castings.

In 1912 there were 13,641,502 tons of open-hearth steel made by the basic process and 1,129,221 tons by the acid process, while in 1911 the production by the basic process amounted to 11,685,932 tons and by the acid process to 212,718 tons. Included in the 13,641,502 tons of basic open-hearth steel ingots and castings produced in 1912 are 1,453,654 tons of duplex steel ingots and castings which were made from metal partly purified in Bessemer converters and finally purified in basic open-hearth steel furnaces. This steel was produced by seven works in four states as follows: Pennsylvania four; Maryland, one; Alabama, one, and Illinois, one.

### BREAKS COAL RECORD

Utah's Production is the Best Ever Reported.

The production of coal in Utah in 1912 reached the record figure of 3,016,149 short tons, valued at \$5,047,451, an increase, according to Edward W. Parker, of the United States Geological Survey, of 592,974 tons over the output for 1911.

The coal fields of Utah are important and are widely distributed over the state. The areas known to contain workable beds of coal aggregate more than 8,000,000 acres, in addition to which there are about 1,250,000 acres which may contain workable coal. The coal production of Utah reached a total exceeding 3,000,000 tons for the first time in 1912. The increase in 1912 over 1911 was 592,974 short tons, or 20 per cent. The value gained \$797,785, or 18.8 per cent. The increased production in 1912 is attributed to activity among the metalliferous mines and related industries and to generally prosperous conditions throughout the state. The increased consumption of fuel in some of the territory reached in 1912 coal, particularly in California and western Nevada, has taken away some of the markets, but this loss has been made up by the demands from other consumers. Requirements from the transportation companies have been an important factor in the trade, and to this has been added extensive improvements by the Denver & Rio Grande railroad, over which most of the product is shipped, including additional equipment which will materially reduce complaints of coal shortage and other inadequate facilities. Operators reported a scarcity of labor in 1912 due to the exodus of foreign miners to the Balkan war, but the returns to the Survey nevertheless show an increase of 10 per cent in the number of mine workers in 1912 over 1911. The total number of men employed in 1912 was 3,228, against 3,069 during the preceding year. The average working time increased from 276 days to 285 days, were reported in the mines of Utah during 1912. In 1911 there was only one instance of dissatisfaction and in that the miners were dissatisfied but three days. Practically all the mines in the state are worked eight hours a day.

The reports to the United States Bureau of Mines show that there were 18 fatal accidents in the coal mines of Utah in 1912, an increase of 1 over 1911, none of which were due to explosions of gas or dust.

Special Coach for Veterans.

The Western Maryland has made arrangements for a special car to leave the Connellsville station on the night of June 30 for the accommodation of veterans from this section desiring to attend the celebration at Gettysburg.

## HAS GOOD COAL YEAR

Virginia Produces Nearly 8,000,000 Tons in 1912.

The state of Virginia mined 7,846,633 short tons of coal in 1912 valued at \$7,518,578, an increase of nearly \$1,000,000 over the production for 1911, according to figures compiled by E. W. Parker, of the United States Geological Survey, in co-operation with the Virginia Geological Survey.

The coal areas of Virginia which have produced or are producing coal belong to the Atlantic coast region, which includes the Richmond basin and the Appalachian region, which includes a number of separate areas extending across the western part of the state. The Richmond basin is the only area of free-burning coal located immediately adjacent to the Atlantic seaboard. The first coal mined in the United States was from this area, mines having been opened and worked as early as 1750.

Virginia recorded a notable increase in coal production in 1912, with a total output of 7,846,633 short tons for the year, valued at \$7,518,578, a gain over 1911 of 931,971 tons in quantity and \$1,263,712 in value. Over 75 per cent of the total increase was made in Wise county, in the Appalachian field, whose production in 1912 amounted to 4,500,174 short tons, against 3,754,260 tons in 1911, a gain of 745,914 tons, or nearly 20 per cent.

In the Geological Survey's coal report for 1911 mention was made of the unfavorable comparison Virginia makes with the other states of the Appalachian province in the quantity and percentage of coal shot off the solid, and this was accentuated by the record made in 1912, when out of a total of 7,846,633 short tons, 3,441,533 tons, or 43.7 per cent, was "mined" by the powder. In 1911 the proportion so mined was 35.6 per cent. There was, however, an increase in 1912 in the quantity and percentage of coal mined by machinery, the number of machines reported in use increased from 158 in 1911 to 185 in 1912 and the machine-mined coal increased from 2,551,477 tons or 32.5 per cent of the total to 3,205,804 tons, or 40.85 per cent. As the percentage of coal shot off the solid in Virginia is high so is the death rate. In 1912 there were 75 deaths, against 67 in 1911, an increase of 8 on the surface. Half of the deaths, or 38, inside the mines were due to falls of gas, 10 to premature blasts or similar accidents, and 9 to mine cars and locomotives.

### RECENT PATENTS.

Of Special Interest to the Coal and Coke Trade.

The following recently granted patents of interest to the coal and coke trade are reported expressly for The Weekly Courier by W. G. Doolittle, Patent Attorney, Park Building, Pittsburgh, Pa., from whom copies may be procured for 15 cents each.

Automatic car-stop and caging apparatus for mines, John E. Gable, Cambridge, and Ira A. Gable, Brezille, O., No. 1,064,067.

Latch for end-gates of mining-cars and the like, Isaac K. Beaver, Wilburton, Pa., assignor of one-half to Elmer E. Straub, Wilburton, Pa., No. 1,064,278.

Process for the production of coke from wood-tar, Friedrich W. Jellmann, Aie, Germany, No. 1,064,359.

Practically device for mines, John W. Reed, Cedar Grove, West Virginia, No. 1,064,378.

Mine-car appliance, William H. Walker, Johnstown, Pa., No. 1,064,795.

Miner's drill, Samuel T. Skeen, Sandoval, Ill., No. 1,065,005.

Miner's lamp, Steve Koroly, Smithdale, Pa., No. 1,065,147.

Coal-washer and ore-concentrator, Alonzo C. Campbell, Asheville, N. C., No. 1,065,214.

Lime carriage for mining purposes, Herbert L. Storey and Joseph Parkinson, Lancaster, England, No. 1,065,281.

Millstones on the Increase.

It is generally supposed that the use of millstones is becoming less and less each year because of the introduction of other grinding machinery, but on the contrary, according to figures made public by the United States Geological Survey, the value of the production of mill stones, burrstones, and other devices for grinding in this country in 1912, amounting to \$71,414, was the largest since 1885, when it amounted to \$81,000 and was an increase of \$21,845 over the figures for 1911.

Subscribe for The Weekly Courier

Will Sacrifice About 1,000 Acres

of

Coal Land

in fee simple, together with plant and equipment, ready for operation.

JOHN C. WOLF, 210 Union Trust Bld'g., Baltimore, Md.

PATENTS

United States and Foreign Trade Marks, Copyrights.

W. G. DOOLITTLE, PATENT ATTORNEY, Park Bldg., Pittsburgh, Pa.

## LIST OF COKE OVENS IN The Lower Connellsville District

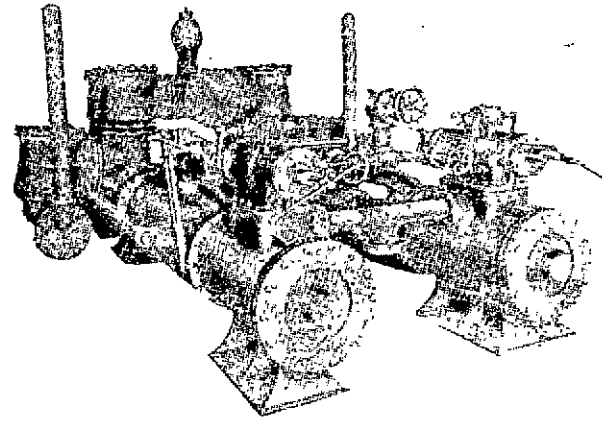
With Their Owners, Address and Ovens in Blast Corrected to Saturday, June 21, 1913.

Total Ovens.	In Blast.	Name of Works.	Name of Operators.	P. O. Address.
400	380	Adair	Adair Coke Company	Uniontown
400	380	Alcon No. 1	W. H. Brown	South Brownsville
400	380	Alcon No. 2	W. H. Brown	New York
400	380	Alcon No. 3	W. H. Brown	Uniontown
400	380	Alcon No. 4	W. H. Brown	Uniontown
400	380	Alcon No. 5	W. H. Brown	Uniontown
400	380	Alcon No. 6	W. H. Brown	Uniontown
400	380	Alcon No. 7	W. H. Brown	Uniontown
400	380	Alcon No. 8	W. H. Brown	Uniontown
400	380	Alcon No. 9	W. H. Brown	Uniontown
400	380	Alcon No. 10	W. H. Brown	Uniontown
400	380	Alcon No. 11	W. H. Brown	Uniontown
400	380	Alcon No. 12	W. H. Brown	Uniontown
400	380	Alcon No. 13	W. H. Brown	Uniontown
400	380	Alcon No. 14	W. H. Brown	Uniontown
400	380	Alcon No. 15	W. H. Brown	Uniontown
400	380	Alcon No. 16	W. H. Brown	Uniontown
400	380	Alcon No. 17	W. H. Brown	Uniontown
400	380	Alcon No. 18	W. H. Brown	Uniontown
400	380	Alcon No. 19	W. H. Brown	Uniontown
400	380	Alcon No. 20	W. H. Brown	Uniontown
400	380	Alcon No. 21	W. H. Brown	Uniontown
400	380	Alcon No. 22	W. H. Brown	Uniontown
400	380	Alcon No. 23	W. H. Brown	Uniontown
400	380	Alcon No. 24	W. H. Brown	Uniontown
400	380	Alcon No. 25	W. H. Brown	Uniontown
400	380	Alcon No. 26	W. H. Brown	Uniontown
400	380	Alcon No. 27	W. H. Brown	Uniontown
400	380	Alcon No. 28	W. H. Brown	Uniontown
400	380	Alcon No. 29	W. H. Brown	Uniontown
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400	380	Alcon No. 31	W. H. Brown	Uniontown
400	380	Alcon No. 32	W. H. Brown	Uniontown
400	380	Alcon No. 33	W. H. Brown	Uniontown
400	380	Alcon No. 34	W. H. Brown	Uniontown
400	380	Alcon No. 35	W. H. Brown	Uniontown
400	380	Alcon No. 36	W. H. Brown	Uniontown
400	380	Alcon No. 37	W. H. Brown	Uniontown
400	380	Alcon No. 38	W. H. Brown	Uniontown
400	380	Alcon No. 39	W. H. Brown	Uniontown
400	380	Alcon No. 40	W. H. Brown	Uniontown
400	380	Alcon No. 41	W. H. Brown	Uniontown
400	380	Alcon No. 42	W. H. Brown	Uniontown
400	380	Alcon No. 43	W. H. Brown	Uniontown
400	380	Alcon No. 44	W. H. Brown	Uniontown
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400	380	Alcon No. 46	W. H. Brown	Uniontown
400	380	Alcon No. 47	W. H. Brown	Uniontown
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400	380	Alcon No. 49	W. H. Brown	Uniontown
400	380	Alcon No. 50	W. H. Brown	Uniontown
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400	380	Alcon No. 67	W. H. Brown	Uniontown
400	380	Alcon No. 68	W. H. Brown	Uniontown
400	380	Alcon No. 69	W. H. Brown	Uniontown
400	380	Alcon No. 70	W. H. Brown	Uniontown

## Connellsville Machine & Car Co.

MANUFACTURERS OF

## The Lafayette Steam Pump



Engines, Mine Fans, Larries, Pit Cars, Cages, Coal Screens, Coke Crushers, Coke Barrows, Sheave Wheels, Drums, Universal Dump Cars and Complete Outfits for Coal and Coke Works.

We carry in stock Machinery Supplies, Injectors, Pipe Fittings, Jenkins' Star and Standard Valves, Packings, Leather Beltings, Steel, Iron and Nails, Railroad Spikes, Splice Bar Bolts and Nut Locks, Machine and Carriage Bolts, Steel Coke Scraper Heads, Scraper Handles, Coke Oven Valves and COKE HOSE.

Works at Mount Creek Junction of Baltimore & Ohio and Pennsylvania R. R's Office and Store, 309 and 311 Water St., CONNELLSVILLE, PA.

## The Eureka Fire Brick Works,

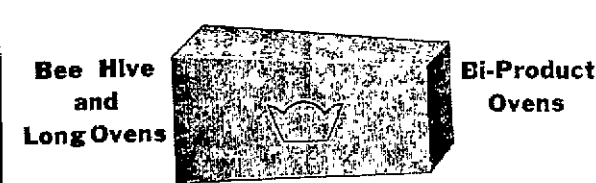
MANUFACTURERS OF

## High Grade Fire Brick

for Bee-Hive, Rectangular and Bi-Product Coke Ovens, Boiler Linings, Ground Fire Clay. Special Shapes on short notice. Office and Works, MT. BRADDOCK, PA. Bell Phone 49, Dunbar, Pa. Both B. & O. and P. R. R. Connections.

## KIER FIRE BRICK CO.

Manufacturers of Silica and Fire Clay Brick.



OFFICE, Pittsburgh, Pa. Chids, Pa. P. & L. E. R. R. Young Div. Salina, Pa. P. R. R. Conemaugh Div. ESTABLISHED 1845.

## Fayette Engineering Co.

Civil, Mining and Consulting Engineers. Mine and land surveys of all kinds. Plans, estimates and Superintendence of construction of complete coal and coking plants, railroads, water works, city paving and sewerage, etc. Examination and reports on coal lands and mining properties.

## Specialties: Coal and Coke Plants.

ELECTRIC BLUE PRINT DEPARTMENT. 601-2 First National Bank Bldg. Bell and Tri-State Phones 248 UNIONTOWN, PA.

## THE W. G. WILKINS CO.,

Rooms 905 to 918 Westinghouse Building, Pittsburgh, Pa. SPECIALTIES—COAL & COKE PLANTS The following is a partial list of Coke Plants for which the W. G. Wilkins Co. have been the Engineers:

Ovens.	Ovens.
Hecla Coke Company, 800	U. S. Coal & Coke Co., 900
Plants 2 and 3, 1,208	Plants 1, 2 and 3, 900
Oliver & Snyder Steel Co., 1,208	Oliver & Snyder Steel Co., 1,208
Plants 1, 2 and 3, 420	Plants 1, 2 and 3, 420
Austin Coal & Coke Co., 420	Austin Coal & Coke Co., 420
Plants 2 and 3, 1,600	Plants 2 and 3, 1,600
Washington Coal & Coke Co., 1,600	Washington Coal & Coke Co., 1,600
Colonial Coke Company, 160	Colonial Coke Company, 160
Smuck, 160	Smuck, 160

SUBSCRIBE NOW FOR THE WEEKLY COURIER.

## Thompson Connellsville Coke Co.

800 OVENS. MONTHLY CAPACITY 50,000 TONS.

## STANDARD CONNELLSVILLE FURNACE COKE.

WORKS:	CONNECTIONS:	PITTSBURGH OFFICE:
Thompson No. 1 400 Ovens, Thompson No. 2 400 Ovens, Near Republic Station, Fayette County, Pa.	Pennsylvania R. R. Pittsburgh & Lake Erie R. R. Baltimore & Ohio R. R.	2102 First National Bank Building, Pittsburgh, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSES FURNISHED ON APPLICATION. As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

## COCHRAN BROS.

MANUFACTURERS AND SHIPPERS OF

## Coal and Coke.

Main Office: DAWSON, PA.

OFFICERS:

W. H. COCHRAN, President. H. T. COCHRAN, Gen. Manager. A. J. COCHRAN, Secretary and Treasurer.

RAILROAD WEIGHTS TO GOVERN SETTLEMENTS.

## Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburgh, Pa. Works:—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

## Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. CONNECTIONS

Coke low in Sulphur and Phosphorus and of strong physical structure. Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled thus eliminating by screening all dust and dirt.

ANALYSES FURNISHED ON REQUEST.

## Graceton Coke Co.

FOUNDRY COKE

GRACETON, PA.

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.





**FOUR DIVORCES ARE  
GRANTED IN COURT;  
IMPOSE SENTENCES**

One Pair Freed After 29  
Years of Married  
Life.

## PUNISHMENT FOR OFFENDERS

Wife-Deserter Directed to Provide for  
Support of Woman and Children;  
Convicted Robber is Paroled for a  
Year; Legal Matters Passed Upon

UNIONTOWN, June 24.—Four divorces were granted at a session of court today over which Judge Van Swearingen presided. Judge Umbel, attending the state bar association's convention at Cape May, Anna B. Lyons was granted a divorce from Franklin F. Lyons on the grounds of cruel and barbarous treatment and desertion. They were married in Bullsitt township on October 26, 1904 and lived in Connellsville.

Ella M. Smiddy was given a divorce from Reuben Smiddy on the grounds of malicious desertion. They were married in Connellsville on Jul

Francis J. Ramage was given natural freedom from the ties that bound her to John P. Ramage. Desertion was alleged. The pair were married in Uniontown on January 1, 1910, and resided at Haydantown and Fumchance.

William H. Bennington was freed from Sarah Bernington on the grounds of desertion. They were married at Coal Bluff on July 3, 1902 and lived in Mononahela and Connel-

Four sentences were imposed. Volney Antonio was given \$5 the or nine months to the workhouse for carrying concealed weapons. Phil Eckman, a paternity charge, was directed to pay the girl \$25 expenses and \$2.50 a week. Frank Loudon was directed to pay \$5 a week for the support of his wife and two children, having been convicted of desertion. George Johnston, convicted of breaking and entering, was paroled for one year. The case of Sam Galtier again

In the case of Sam Gailly against Architta and Tomaso Cavely, a ruling to open judgment and let the defendant into a defense was refused. Judgment for \$200 was entered against them by a justice of the peace by default and the squire was sustained.

In the suit of William Nash and wife against Henry Douglas, the judgment against the former pair for \$100 by a justice of the peace was reversed.

A hearing was held in the case of Mary F. Johnson, whose affairs were placed in the hands of Attorney L.

A hearing was started this morning in the contest over the will of Caroline A. Downer. The executor, D. D. Johnson, was on the stand this morning, testifying as to the value of the estate. Fifteen heirs from the

west have put in claims for shares  
the \$250,000 estate.

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## WALTER SUES RAILROAD

Somerset Walter Wants \$15,000 for 1  
juries in Glen Loch Wreck.

SOMERSET, June 12.—Albert  
Walter, formerly a resident of Co  
nnecticut and well known in the You  
goville, today filed suit against t  
Pennsylvania railroad to recover \$1  
for damages for injuries suffered

Walter was a passenger on the train from New York to Johnstown. His right arm was broken and it is contended that he is permanently disabled. He contends, in his statement, that the wreck was caused by a defective bridge which had been erected in 1891 and since that time had not been strengthened, although the weight of locomotives and cars, as well as their speed, have greatly



# M'CORMICK TRIED TO THROW PRESIDENT FRIEL OUT OF WINDOW

Reached Platform Steps, but After a Struggle was Led Back to His Seat Shouting Dire Threats; Burgess Also Assailed; Futile Attempt at Engineer.

Councilman Cyrus M. Storer resigned; an attempt to oust C. F. Hirst as borough engineer failed; Councilman William McCormick was arraigned as a swindler and a riot occurred Thursday in one of the present town council meetings of the present town council. The burgesses were President Frank Friel and Councilman McCormick.

Real business of the session included the awarding of contracts for grading and paving of several streets and the passing of several ordinances, chief among them being two granting franchises to J. George Kaebler of Rochester, to install a telephone system and to furnish electricity for all borough and school buildings to the amount of \$1,000 annually, the question of a plat to be started within 90 days following the acceptance of the ordinance, and completed within 12 months, the schedule for the franchise, the life of the franchise to be limited to 50 years; the franchise shall be a bond in the sum of \$10,000 to save himself from the consequences of any suits for damages arising through the construction of the plat.

Reading section four, Attorney Munson explained that the schedule for maximum prices has been agreed upon by Kaebler and members of the franchise committee. For reasons Kaebler and the prices are not placed in the ordinance. He did not explain what the reasons are.

Councilman Berg objected to the ordinance because the franchise is a privilege of running wires overhead and underground without any stipulation being made as to the specific method in which they are to be placed. He contended that wires should be placed underground in the downtown section. Attorney Munson explained that the wires are to be placed under the supervision of the street committee, and that the committee is to regulate the manner in which they are placed.

A motion by Clark, seconded by Gilmore, resulted in the ordinance passing without a dissenting voice. The second Kaebler ordinance provides for the distribution of steam and hot water for heating purposes by a company under any other name that the franchise desires to select, provides for the laying of pipes beneath ground under the direction of the street committee, and that the company shall be employed by the borough, who shall be paid \$8 per day by the company; stipulated that the price of steam heat be 50 cents per 1,000 cubic feet of condensation, and hot water at the rate of 15 cents; also that the company furnish heat to the borough heat for all buildings and schools to the amount of \$1,000 annually; that 90 days after the start of construction work which is to be completed within a period of 15 months; also it forbids the company from disposing of its franchise and plant without the consent of council; that if any of the provisions of the ordinance are violated, the franchise is nullified; that the expense of advertising the ordinance be borne by the company; that the company file a bond similar to the one specified in the electrical ordinance; that five years after starting operations the company shall pay the borough 2 per cent. of its gross receipts.

No objection was made to any of the provisions of the ordinance and it was passed unanimously. Kaebler thanked the members of council for this action. He said that the passage of the ordinance marks a new epoch in the history of the borough and he hoped that the relations between himself and Connellsville should always be of the most cordial nature.

Contracts for the grading and paving of streets were awarded as follows: Gibson between Main and Park streets, to J. J. Rhoads; Race street between Green and Davidson streets, to Borchert; O'Connor; Norrell avenue, to Dugan & Miller; Washington avenue, to Bernard O'Connor; Race street, to Bernard O'Connor.

There was much discussion over the advisability of paving Market avenue at this time. Councilman Brennan ascertained that more money is being expended for West Side improvements than the amount of taxes collected from the property owners warrant. Burns stated that the street is one of those most used in the borough and is in a deplorable condition. The contract was finally awarded.

Councilman Clark called attention to the dust nuisance. Street Commissioner James Stouffer was present and stated that he has been unable to play the streets this summer as much as he wished. He was directed to employ two additional men to water the streets.

With reference to the flying waste paper that litters the streets, particularly on Saturdays, Councilman Bishop stated that the cops are attending to their duty only one-half of the time. "Let them keep the streets clean," he said. Councilman Decker recommended the purchase of a receptacle to hold rubbish, but nothing was done about the matter.

Chairman Clark of the street committee asked that the bids for the erection of the Gallatin avenue steps be opened, but the request was ignored.

A party of Hill street property owners were present. They presented a petition asking council to rescind the motion adopted at the meeting of June 3, relative to the laying of sidewalks on that thoroughfare. They contended that the walks would be useless on account of the condition of the street and that it would be a needless expense. The petition was tabled.

H. C. Hays moved that the water plug at the corner of Water street and South alley be moved to the corner of Fayette and Cottage avenue. The clerk was directed to notify the water company to have this done.

Ordinances were presented by Chairman Clark of the street committee for the paving and grading of Madison avenue from Main to Cemetery streets and for the grading and curbing of Snyder street between Fairview avenue and Pearl streets. He moved that they be received and advertised according to law. The motion prevailed.

Regarding the "Frank's" claim of damages to his automobile incurred while running on Snyder street a few weeks ago, it was reported that nothing had been done. Borough Solicitor Munson will make a report on the case at the next meeting.

Councilmen present were Hetsel, Brennan, Hays, Decker, Gilmore, Sullivan, Bishop, Herbert, Clark, Friel, Reynolds, Burns, Berg and McCormick.

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Regarding the "Frank's" claim of damages to his automobile incurred while running on Snyder street a few weeks ago, it was reported that nothing had been done. Borough Solicitor Munson will make a report on the case at the next meeting.

Councilmen present were Hetsel, Brennan, Hays, Decker, Gilmore, Sullivan, Bishop, Herbert, Clark, Friel, Reynolds, Burns, Berg and McCormick.

## OLD TIME CHURCH HAD TURKEY ROOST FOR A CHANDELIER

That is What Rev. McIlhenny Called One at Jacobs Creek.

But in the Brick House of Worship Which Followed Encounter of Famous Old Circuit Rider and Red Capped Man in the Aun Corner.

ITS ANNIVERSARY NOW GOING ON

SCOTTSDALE, June 21.—The celebration of the fifth anniversary of the Jacobs Creek Methodist Episcopal Church, which was held on Sunday, June 23, at the brick building which was the place of the old log one, there will be a turkey roost beginning at 7 o'clock and lasting all day.

In the autobiography of James Madison McIlhenny, preacher, evangelist and prominent one of the pioneers of the circuit riding days, known by the name of "Old Circuit Rider," he tells of his first service at Jacobs Creek, Pa., in 1844 and for 60 years an active minister of the Methodist Episcopal Church. He told an incident of his first service at Jacobs Creek, Pa., in 1844 and for 60 years an active minister of the Methodist Episcopal Church.

There were nine appointments of places was Poverty Neck. On my first round I preached at Poverty Neck and on Sunday morning I went to preach alone. I noticed the beautiful farmlands in the valley and the old buildings there, an indication of a fine and splendid life. I saw a fine old house, and I expected to find a fine old house, and I expected to find a fine old house.

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## FOUNDER OF SMOCK IS 95: "IRON MAN" IN HIS DAY

Samuel Smock is 95 and Reads Without Glasses but His Legs are Weak Now.

UNIONTOWN, June 23.—"I'm not counting on nothing, living on borrowed time, just here, that's all," said Samuel Smock, founder of the town of Smock, in referring to his ninety-fifth birthday, which was Thursday.

"I don't know how it comes that I live so long," said Mr. Smock, "but my mother was 87 and my second sister 93 when she died. I've been good to the poor, I reckon I have. Maybe I've been spared on that account. I never belonged to any church. Preachers don't bother me much, and I don't bother them. Lodges never appealed to me. I expected to make enough to keep my wife and I got old without monkeying with any lodges."

"We didn't celebrate my birthday this year. I'm too near broke down to wait till I get another. My legs have failed me from my knees down and I don't walk any farther than the barn. I've been stepping 100, 150, 200, 250, 300, 350, 400, 450, 500, 550, 600, 650, 700, 750, 800, 850, 900, 950, 1,000, 1,050, 1,100, 1,150, 1,200, 1,250, 1,300, 1,350, 1,400, 1,450, 1,500, 1,550, 1,600, 1,650, 1,700, 1,750, 1,800, 1,850, 1,900, 1,950, 2,000, 2,050, 2,100, 2,150, 2,200, 2,250, 2,300, 2,350, 2,400, 2,450, 2,500, 2,550, 2,600, 2,650, 2,700, 2,750, 2,800, 2,850, 2,900, 2,950, 3,000, 3,050, 3,100, 3,150, 3,200, 3,250, 3,300, 3,350, 3,400, 3,450, 3,500, 3,550, 3,600, 3,650, 3,700, 3,750, 3,800, 3,850, 3,900, 3,950, 4,000, 4,050, 4,100, 4,150, 4,200, 4,250, 4,300, 4,350, 4,400, 4,450, 4,500, 4,550, 4,600, 4,650, 4,700, 4,750, 4,800, 4,850, 4,900, 4,950, 5,000, 5,050, 5,100, 5,150, 5,200, 5,250, 5,300, 5,350, 5,400, 5,450, 5,500, 5,550, 5,600, 5,650, 5,700, 5,750, 5,800, 5,850, 5,900, 5,950, 6,000, 6,050, 6,100, 6,150, 6,200, 6,250, 6,300, 6,350, 6,400, 6,450, 6,500, 6,550, 6,600, 6,650, 6,700, 6,750, 6,800, 6,850, 6,900, 6,950, 7,000, 7,050, 7,100, 7,150, 7,200, 7,250, 7,300, 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## STEEL ROADS AND TERMINAL ARE TO MERGE, IS RUMOR

Bessemer & Lake Erie, Union and Wabash Terminal in Deal.

## TO RELIEVE STEEL CORPORATION

At This Time Side Lights on Formation of One-Carrying Road is of Interest. Project Carried Out by Carnegie as a Measure of Protection.

Interests closely identified with Pennsylvania railroad stock, it is understood, are planning to create a new transportation system in Western Pennsylvania and at the same time relieve the United States Steel Corporation.

The Pennsylvania, Baltimore & Ohio and Pittsburgh & Lake Erie roads dominate the Pittsburgh district. Before the formation of the steel corporation the Carnegie Steel Company, as a measure of protection, built two railroads. One of these is the Union railroad, which has about 25 miles of line, giving access to the steel works along the Monongahela river. For this service it gave terminal rates and earned gross about \$4,000,000 a year.

Connecting with it is the other Steel Corporation line, the Bessemer & Lake Erie railroad, which extends to Conneaut and Erie. It operates 208 miles of line, handling a traffic amounting to about \$8,500,000 a year. For the last fiscal year the company paid a dividend of 250 per cent on its \$500,000 stock, all of which is held by the Carnegie Steel Company. It is proposed to reorganize the Wabash-Pittsburgh Terminal railway and make it the holding company for the steel railroads. The thought is that these two companies, each owning valuable coal properties, and between them operating some 600 miles of railroad, including freight lines in Pittsburgh, would receive a greatly strengthened position could they be tied into one system.

The history of the Bessemer road is of interest. It was established as an ore-carrying road by the Carnegie Steel Company because rates were too high. Mr. Carnegie first advocated a ship canal but then discovered the Pittsburgh, Shenango & Lake Erie railroad, which ran from Butler to Lake Erie, or near it, although as a railroad it was of little importance. The Union railroad, although established docks at Conneaut Harbor. The railroad first hauled ore in 1897, some years before the Steel Corporation was organized. The road had a contract with the Carnegie Steel Company to haul ore at 3 1/2 mills per net ton mile. Although a 15 year contract, the rates were later cancelled and now the same rate as that over the Pennsylvania is charged. The Pittsburgh, Bessemer & Lake Erie finally leased the property to the Bessemer & Lake Erie, owned exclusively by the Carnegie Steel Company, for a rental interest on all bonds, 6 per cent on preferred stock and 3 per cent on common. The present the bonded debt is about \$15,000,000, with \$2,000,000 preferred and \$10,000,000 common stock.

## PRESIDENT WILLARD HERE

Head of Baltimore & Ohio Says Passenger Trains Will be of All Steel.

President Daniel Willard of the Baltimore & Ohio and a party of officials from Baltimore spent Sunday night in Conneautville. They arrived here on special train at 9 o'clock and remained until 5 o'clock Monday morning when they continued to Pittsburgh.

Mr. Willard announced that the Baltimore & Ohio expects to have all of its through trains made up of steel coaches before March, 1914. At present about half of the trains are steel. Orders for equipment have been placed but deliveries are slow because car builders have more orders than they can handle.

The visit to Conneautville was a trip of inspection. Division Superintendent C. L. French and Division Engineer Philip Patri accompanied the Baltimore men on the trip over the Conneautville division.

Besides President Willard, the party consisted of A. W. Thompson, third vice president; C. W. Galloway, general manager; F. H. Clark, general superintendent of motive power; E. Stinson, engineer of maintenance of way; P. P. Pitzell, signal engineer; A. F. Prendergast, superintendent of motive power; E. A. Peck, general superintendent of the Pittsburgh division; E. L. Seales, Pittsburgh division superintendent of motive power.

## TWO MILLS CLOSED

Labor Troubles Cause Indefinite Suspension of Business.

Two steel mills in Pittsburgh territory have closed within the past 10 days, because of labor troubles and are not likely to open again for some time. The Superior Steel Company at Carnegie refused to be harassed by labor agitators who were starting up the foreign workmen and suspended the plant indefinitely, causing idleness of 2,000 employees.

The West Leechburg Steel Company at West Leechburg suffered from a walkout of its mill men and 700 men became idle immediately. In the latter case the officials say the closing is opportune and causes them no inconvenience. The plant makes sheets and was fully up on its contract obligations.

**Suspends Rate Advance.**  
WASHINGTON, June 25.—Prospective advances of freight rates on iron ore from Virginia to New Jersey and Pennsylvania points were today suspended by the Interstate Commerce Commission. The commission held that the advances were unlawful.

The Weekly Courier, \$1.00 a year.

## Y. M. C. A. MEN ATTEND A FIRST AID MEET AT CRESSON

Get Pointers Expected to be Useful to West Penn Contestants; After Physical Director.

Dr. Earl C. Sherrick, Secretary E. T. Boer and Ernest Morris, who attended the Cambria district first aid meet of mine workers at Cresson Wednesday reported a very successful meet. Seventeen teams of six men each participated, each team demonstrating what to do in five different cases of injury, ranging from a black eye to a broken back. The team winning the first prize had an average of 93.3 per cent, and several others almost as high. Physicians and first aid instructors acted as judges. Doctor Sherrick having been one.

A similar meet will be held at Oakford Park on August 28, in which a local team of the West Penn will be entered with the expectation of bringing the silver cup to Conneautville. Secretary Boer is making strenuous efforts to locate a physical director for the coming season. Men qualified for this work are extremely hard to find through the local association is in touch through the international employment bureau of the Y. M. C. A. with practically every available man in the United States and Canada. It is the purpose of the association to have a competent man in charge as soon as such a one can be secured.

## MONONGAHELA RAILROAD IS LIKELY TO TAKE OVER B. & N.

Believed This Will be Proper Manner of Avoiding West Virginia Law Holding Road Up.

It is reported in Pittsburgh that the Monongahela railroad will soon issue \$10,000,000 bonds for the purpose of taking over the Buckhannon & Northern railroad. The Buckhannon & Northern is now owned jointly by the Pennsylvania, the Baltimore & Ohio and the Pittsburgh & Lake Erie, but under the West Virginia law, one road cannot hold stock in a competing company. This would eliminate the Baltimore & Ohio and for a time it was a question whether either of the two other roads would handle the project.

As stock in the Monongahela railroad is held jointly by the Pennsylvania and the Pittsburgh & Lake Erie, it can take over the Buckhannon & Northern without conflicting with the West Virginia statute.

It is expected an early adjustment of this matter will result in an early resumption of work along the new railroad.

## UNION SUPPLY OUTING

Attended by Large Crowd at Oakford Park; Prizes Awarded.

The annual outing of the employees of the Union Supply Company, held Thursday at Oakford Park was attended by about 1,400 men, women and children. It was the fourth annual outing and was pronounced the best ever held. General Superintendent John Lynch and his committee saw that nothing was left undone toward looking after the entertainment of the picnicers. There were all kinds of amusements and the park amusements were well patronized. The first event was a six-inning ball game between the clerks and managers, picked team, comprising stars in the Frick league against Uniontown and the Pittsburgh office forces. The coal region team was in charge of Manager Wallace of the Lemont store and the office men's team in charge of William Barkel. The score was 11-5 in favor of the Uniontown and Pittsburgh offices.

The winners of the races were as follows: Lady employees' races, first prize Clara Smith, Mutual store, \$5; second prize, Mayme Collins, New Salem store \$4.

Boys' sack race, 12 to 15 years, first prize Carl Hagner, Mutual store, \$5; Girls' sack race, 12 to 15 years, first prize, Esther Anderson, Greensburg, store \$5.

Ladies' egg race, first prize Mayme Collins, New Salem store, \$5; Boys' free-for-all under eight years, first prize, Eugene Dila, Footedale store, \$5.

Boys' marathon race, 12 to 16 years, first prize Carl Hagner, Mutual store, \$5.

Tug of war, North End vs. South End, won by South End. Relay race, 4 teams, 4 men each, won by Pittsburgh office team, prize \$10; winners, William Fraser, E. Park, Y. V. Schmidt and R. Russell. Prize walk, won by John Dove and Gertrude Campbell, both of the Lemont store, prize \$5.

## OIL SUIT FILED.

Pittsburgh People Seek to Recover \$50,000 on a Lease.

MORGANTOWN, June 24.—Theodore Barnsdall et al., of Pittsburgh have instituted a suit for \$50,000 damages against Mrs. Sarah E. Bell, owner of a farm near here. They aver that they have a lease on the Bell farm, while A. L. Lowrie of Pittsburgh and Joseph H. McDermott, of this city, claim that they have a lease, and have secured an injunction against the Barnsdall party.

Recently an oil gusher was struck on an adjoining farm, and Barnsdall and his partners began to drill on the Bell farm. They withdrew when notified by Lowrie, and the latter then procured the injunction.

## TONNAGE GAIN.

Coal and Coke Shipments Over P. M. R. Ahead of Year Ago.

During the month of May the Pennsylvania railroad carried 6,342,252 tons of coal and coke an increase over May of last year of 1,629,815 tons. The greatest increase was shown in the number of tons of coke carried, there being just \$28,557 more than in May, 1912.

Since the first of the year the company has transported 36,059,831 tons of coke and coal or 2,973,040 tons more than during the same period of 1912. The greatest increase was in the number of tons of bituminous coal handled, the tonnage being 1,132,514 more than during the same months last year.

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## LAKE ERIE TO RUN PASSENGER TRAINS OVER A NEW ROUTE

Plans Service by Way of the Monongahela Valley.

## TO USE THE WHITSETT CUTOFF

Noon Train to Pittsburgh is One of the Possibilities of a New Time Card; Monessen, Charleroi and Monongahela to Get on Main Line East.

Officials of the Pittsburgh & Lake Erie, it is learned from an authoritative source, contemplate arranging a new main line for passenger service between Pittsburgh and Conneautville. It is proposed to utilize the Monongahela division and the Whitsett cutoff, striking the present main line at Fuller Station.

Whether the Lake Erie will find it practicable to run its fast Baltimore and Chicago Special over this new route is yet to be determined, but it is entirely probable that other trains will travel by the new route. Although the distance would be somewhat greater, advantages are offered from a traffic standpoint to offset this handicap.

On the Youghiogheny division there is but one town between McKeesport and Conneautville which is worth while from a passenger traffic standpoint. That town is West Newton. The passenger business is not great, either. On the other hand, the Monongahela division, up to Fayette City cutoff, passes through Monessen, Charleroi and Monongahela, three busy, bustling communities which are now without an outlet to the east, except by a roundabout way. Even Fayette City is the equal of West Newton as a traffic feeder.

It has been stated by officials of the Pittsburgh & Lake Erie that the new route will be given serious consideration. The Monongahela river towns are actively booming the proposition and as boosters, those towns have found equals in this section. Announcement is also made that as soon as the necessary connections are completed the "Little Giant" will seriously consider the matter of local train service between Conneautville and Brownsville.

There is every indication that the long-sought for noon train to Pittsburgh may materialize in the near future and the chances are particularly bright if the train is run by way of Whitsett and Fayette City. Such a train would leave Conneautville about 12:10 and arrive in Pittsburgh in time for a matinee or ball game. It would be of great advantage not only to Conneautville patrons and those along the West Penn near here, but patrons

age could be expected out of the Monongahela river towns.

The Pittsburgh & Lake Erie, with its Western Maryland affiliations, is going after passenger business and will probably be the railroad which will supply coke region travelers with a noon train to Pittsburgh, a long-felt want.

## CINCINNATI MINE OPENS.

Seventy-Five Picked Miners Resume Digging in Wrecked Workings.

MONONGAHELA CITY, June 22.—With 75 picked miners, 100 less than number usually employed, the Cincinnati mine in which 97 men were killed two months ago, resumed operations this morning.

Thomas Carter, who has been retained as superintendent of the plant, stated this morning that the workings have been placed in a sanitary condition and that much new machinery has been purchased.

## Now B. & O. Yard Opened.

The handling of shipments over the eastern section of the Baltimore & Ohio railroad will be greatly facilitated by the large interchange yard between that company and the Cumberland Valley railroad at Cumbo, W. Va., which has been completed and put in operation. The yard which will handle both eastward and westward traffic, is located five miles west of Martinsburg.

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Three out of every four inventions are not worth patenting—if you want to know why write or 'phone at my expense Court 350 (day)—Highland 2001-J (evening.)

References, Germania Savings Bank, Pittsburgh, Pa.; The "Courier," Conneautville, Pa.

## Walter W. Macfarren,

Mechanical Engineer & Solicitor of Patents,  
Bessemer Building, Pittsburgh, Pa.

## Now Ready

## Directory of the Coke Works of the

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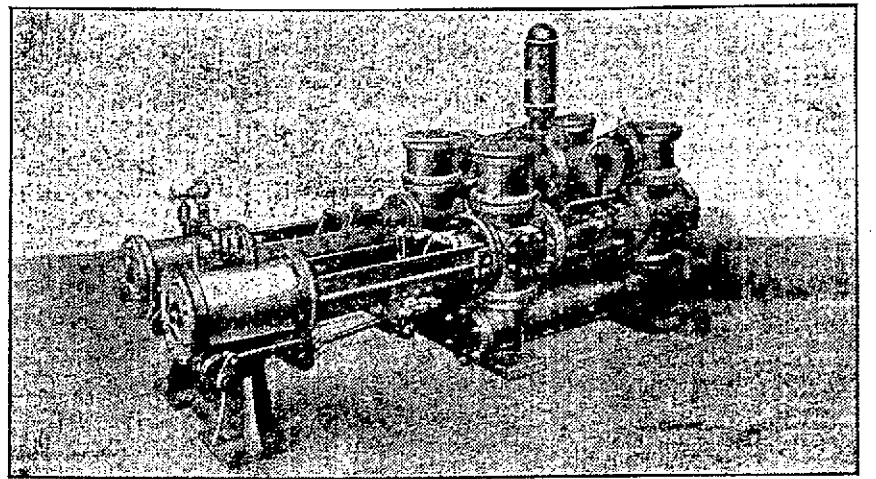
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